

APPENDIX E

Memorandum #5

**Prioritized List of Transportation Gaps
and Potential Solutions**

Draft

DRAFT Prioritized List of Transportation Gaps and Potential Solutions

MEMORANDUM #5

for the

Canal Neighborhood Community-Based Transportation Plan

prepared by:

CANAL TRANSPORTATION PLAN STAKEHOLDER COMMITTEE

**Transportation Authority of Marin
City of San Rafael**

April 20, 2006

ACKNOWLEDGEMENTS

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This document was written for the Canal Stakeholder Committee, which is preparing a Community-Based Transportation Plan. Copies of this report are available at www.tam.ca.gov or call 415-499-6528.

INTRODUCTION

This report presents the draft prioritized list of transportation gaps and potential solutions for the Canal Neighborhood. These findings represent the problems, referred to here as “transportation gaps”, experienced by residents when traveling within the neighborhood or to other locations in San Rafael, Marin County or the Bay Area. The gaps were identified and discussed at the Canal Community Transportation Plan Open House on February 2, 2006. Concerns of pedestrians, bicyclists, motorists and transit riders were all considered.

A ‘master list’ of transportation gaps and potential solutions was developed in Memorandum #4 resulting from input by stakeholders, the public at the Canal Transportation Plan Open House on February 2, 2006, previous planning studies for the neighborhood, City of San Rafael, Transportation Authority of Marin (TAM), and the project’s transportation consultant, Wilbur Smith Associates. At the third Stakeholder Committee meeting, held on April 20, 2006, the Stakeholder Committee reviewed the draft master list and recommended additional gaps and solutions and prioritized the projects of most importance to the neighborhood. The prioritized list of projects will be further reviewed by the public, the Technical Advisory Committee, City of San Rafael, TAM, and Marin County Transit District before inclusion in the draft Canal Community-Based Transportation Plan.

TRANSPORTATION PRIORITIES

At the April 20, 2006 meeting, Stakeholder Committee members were asked to prioritize various issues related to travel within and outside the Canal Neighborhood. The findings are summarized below; detailed results of this survey are included in the Appendix.

Based upon trip purpose, the majority of respondents selected commute trips to jobs and school as the highest priority for transportation improvement. It was believed that the travel mode most in need of improvements was transit, with facilities for pedestrians and bicyclists a close second. The committee was presented with a list of destinations that were difficult for Canal residents to travel to. Based upon this list and other destinations added at the Stakeholder meeting, difficulties traveling to Montecito Shopping Center, San Rafael High School, Transit Center/Downtown, San Pedro Elementary School and the East Bay were considered to impact the greatest number of Canal residents.

Stakeholder Committee members were also surveyed about travel by transit, bicycle and walking. The cost of transit and infrequency of bus service in the Canal were considered to most negatively affect Canal residents traveling by transit. The difficulty in crossing streets, high speed traffic and feeling unsafe when walking at night were most limiting in residents traveling by walking. Overwhelmingly, committee members felt that fear of bicycling in traffic was the most significant factor in discouraging bicycle use. Some also considered that most trips were too far to make by bicycle.

When asked to prioritize between potential transportation improvements, the committee members selected the following projects as the highest priority:

- A more direct and safer walking and bicycling route to Montecito Shopping Center, Downtown, San Rafael High School and San Pedro Elementary School;
- Safer pedestrian crossings along Kerner Blvd. and Canal Street; and
- Free or reduced transit fare for trips to San Rafael Transit Center/Downtown.

PRIORITIZED TRANSPORTATION GAPS AND SOLUTIONS

Three transportation gaps were identified as the highest priority to the Canal Neighborhood by community and stakeholders alike. They are:

- Transit access from Canal Neighborhood to other locations in San Rafael, Marin County and the Bay Area
- Access to locations immediately surrounding the Canal Neighborhood
- Difficulties for pedestrian and bicycle travel within the Canal Neighborhood

These gaps are described in more detail below and accompanied by potential solutions as recommended by the community and other participants in the planning process. Cost, listed as low, medium and high, is the preliminary relative cost for implementation including estimates for both additional studies and capital improvements. Note that these cost estimates are preliminary and conceptual only. For the purposes of this memorandum, low cost is defined as less than \$25,000, medium as \$25,000 - \$250,000 and high cost is more than \$250,000. Potential project sponsors are also identified. Note that project sponsors would be responsible for managing the project, finding and securing funding, etc.

Gap: Transit access From Canal Neighborhood to other locations in San Rafael, Marin County and Bay Area

The transit routes (Routes 35 and 36) serving the Canal Neighborhood have the highest ridership of any in the system. This service provides connection to the San Rafael Transit Center where patrons are required to transfer to access other locations in the City, County and Bay Area. Demand is high not only during peak commute times but also during the weekday midday and weekends. The population in the Canal Neighborhood is very transit-dependent compared to other populations in the City and County. Although high-occupancy articulated buses are used during most of the service period, buses in the Canal are crowded. Regarding transit service, the neighborhood has expressed concern over the infrequency of transit service, the cost of the trip to Downtown, poor connections to other locations in the City and County, crowding of buses, and discourteous treatment by bus drivers. The following solutions are intended to address many of these concerns.

Solution: Subsidized Transit Program between Canal Neighborhood and SRTC

This program would provide free or low-cost transit for trips between the Canal and Downtown. The means for selection of eligible participants and distribution of subsidies would need to be determined. Transit passengers transferring to other routes at the Transit Center would be required to pay full fare.

Estimated Cost: Low-Medium

Potential Project Sponsors: MCTD, community organization(s), County Health and Human Services Department, City of San Rafael

Solution: Bus Shelters

Based upon input from the community, there is a need for additional bus shelters along the Canal bus routes. In some cases there are no shelters at all; in others, the shelters are inadequate to protect the large number of patrons waiting for the bus. The location of needed bus shelters would be determined by the City in conjunction with the community, Golden Gate Transit and MCTD and should be prioritized based upon demand at the stop and feasibility of installation based on available right-of-way. Because of the narrow right-of-way along many of the streets in the Canal, the addition of a bus shelter may not be feasible or may require purchase of right-of-way, loss of street parking and/or reconfiguration of the street cross-section. These costs would be the responsibility of the City; costs for installation/maintenance of the actual shelter would be primarily the responsibility of the advertising agency.

Estimated Cost: Low

Potential Project Sponsors: City of San Rafael, advertising agency, community organization(s), MCTD, GGT

Note: The following projects are recommended in the Draft MCTD Short Range Transit Plan currently under review. These projects would be sponsored by the MCTD. Estimated costs will be provided in the Final MCTD Short-Range Transit Plan.

Solution: Increased frequency and capacity of transit service in Canal

Expanded duration of 15-minute frequency between the Canal and San Rafael and reserved hours for supplemental trips to ease overcrowding as it occurs, especially during morning peaks.

Solution: Direct service from Canal to destinations on Lower Sir Francis Drake Blvd

Rerouting of Line 29 through the Canal on Francisco Blvd. with direct service to destinations on Lower Sir Francis Drake Blvd (College of Marin, Marin General Hospital, Larkspur Landing and San Anselmo)

Solution: Direct service from Canal to Mill Valley

Addition of direct service San Rafael-Mill Valley so that Mill Valley can be reached from the Canal via a single timed connection at San Rafael

Solution: More convenient service to Fairfax

Service to Fairfax via Line 23 can be reached all-day through a single timed connection at San Rafael

Solution: Direct service to destinations in northern San Rafael

By through-routing every other Route 35 bus with the proposed Route 45, the Canal will gain a direct route to Civic Center, Northgate and Kaiser in northern San Rafael

Gap: Access to locations immediately surrounding the Canal Neighborhood

The Canal Neighborhood is physically isolated by the Canal waterway, and highways 101 and 580 from other parts of San Rafael and the county. Vehicle, pedestrian and bicycle access to/from the community is available at only two locations: Francisco Blvd East/Grand Ave Bridge and Bellam Blvd. Consequently, these connections operate under congested conditions with high traffic speeds and volumes. Bicycle and pedestrian travel outside the Canal Neighborhood is constrained by these conditions as well as the narrow sidewalks found on most connecting roadways. The community has expressed concern over the poor pedestrian and bicycle access to locations surrounding the neighborhood, particularly to the locations north of the Canal waterway: Montecito Shopping Center, Downtown, San Rafael High School, and San Pedro Elementary School. Because the availability of shopping, education and other services within the Canal Neighborhood is limited, travel outside the neighborhood is necessary to meet the needs of daily life.

Solution: Cross Canal Linkage

One of the most often requested improvements was a safer and more direct pedestrian/bicycle connection between the Canal Neighborhood and locations to the north of the Canal. Currently the only way to access the Montecito Shopping Center, Downtown, San Rafael High School and San Pedro Elementary School by foot or by bicycle is via Francisco Blvd East. Unfortunately, this roadway carries heavy high-speed volumes of traffic; most bicyclists are not comfortable in sharing this roadway. Sidewalks are narrow with many signs, fire hydrants and poles further limiting the sidewalk width; furthermore, the sidewalks are located directly adjacent to the roadway with little buffering provided by parked cars or landscaping.

Different options for a cross canal linkage, specifically a bridge, have been evaluated in the past but these studies have not included an evaluation and comparison of the different options available to make these trips

easier for Canal residents. The following three-phase Cross Canal Linkage Study would provide an evaluation of alternatives, design of the preferred alternative and implementation of the crossing.

Phase 1 (Feasibility) would provide a review and feasibility analysis of various options for a needed bicycle/pedestrian connection between the Canal Neighborhood and destinations north of the Canal waterway. The Canal crossing options to be studied would include:

- a new crossing (type to be determined after an initial evaluation of a drawbridge, a floating bridge, and a “sleeve” bridge)
- a wider sidewalk along the existing Grand Avenue Bridge,
- a new bicycle/pedestrian bridge adjacent to existing Grand Avenue bridge,
- pedestrian/bicycle improvements to Francisco Blvd E,
- a neighborhood shuttle,
- a water taxi, and
- a tunnel.

The study would identify potential bridge, tunnel or ferry anchorage locations. In addition, the conceptual plan would identify potential environmental impacts, preliminary engineering considerations, and estimated costs for construction and/or operation. The outcome of this study would be the selection of a preferred alternative for the Canal crossing and identification of potential funding sources. Cost estimates for Phase 2 would be included.

Phase 2 (Engineering and Design) would include the necessary environmental, design and/or engineering study to take the selected alternative from conceptual phase to project implementation. Work scope and costs for Phase 2 would be determined at the completion of Phase 1. The final products of Phase 2 would include construction drawings, implementation plan and construction cost estimates as appropriate to the selected project.

Phase 3 (Implementation)

The last phase would include implementation of the Cross Canal Linkage. Depending upon the selected crossing, this could involve construction of a new bridge or tunnel, improvements to existing facilities or implementation of new shuttle or water taxi service.

Estimated cost (Phase 1): Medium

Potential Project Sponsors: City of San Rafael

Solution: Taxi Scrip/Vouchers for School Parents

The difficulty of parents of getting to San Pedro Elementary School, Laurel Dell Elementary School, Davidson Middle School and San Rafael High School was mentioned frequently at the public workshop and other meetings. Although school buses are available for Canal students, parents are not easily able to get to the schools to attend parent/teacher meetings, school events and pick up children in case of illness, family emergency or medical needs. Participation in this program could be limited by income or CalWorks participation, or be made available to all Canal families with children in these schools with a partial or full payment or subsidy. It would also be possible to extend this program to other destinations.

Estimated Cost: Low-Medium

Potential Project Sponsors: Community group(s), County Health and Human Services, San Rafael School District, Taxi JPA, City of San Rafael

Solution: Neighborhood Travel Information

This program would provide information about transit, driving, bicycling and walking. This could include info about CommuterChecks and other transit subsidies, the 511 Regional Rideshare Program, low-cost auto maintenance programs, County Shuttle, transit routes and schedules, bicycle routes, Trips for Kids, Earn a bike program, bicycle and pedestrian recreation opportunities, etc. This information could be provided on an information kiosk located in a central neighborhood location such as the Pickleweed Community Center.

Estimated Cost: Low

Potential Project Sponsors: Community group(s), City of San Rafael (Pickleweed Community Center), TAM, 511 Regional Rideshare Program

Solution: Car Sharing Program

The car sharing program would provide occasional car transportation available from the neighborhood based upon the CityCarshare or Zipcar models. Subsidies to reduce the cost to community members and/or CalWorks participants would be beneficial to the success of the program.

Estimated Cost: Low

Potential Project Sponsors: Community group(s), Local Businesses, City of San Rafael, County Health and Human Services

Solution: Cross Highway 101 Linkage Feasibility Study

This two-phase study would address the potential for a bicycle/pedestrian connection between the Canal Neighborhood and locations to the west of Highway 101. During Phase 1, the various options would be reviewed including an under crossing of the freeway, over crossing of the freeway, improvements to existing roadways, neighborhood shuttle, etc. Each option will be examined for potential constraints that may make them difficult or cost-prohibitive to implement such as required right-of-way, requirements for accessible access, geotechnical limitations due to water table, and/or other environmental concerns. Current and near-term projects and studies on Hwy 101 HOV, Hwy 101/580 connector, and Bellam Interchange improvements would be considered. A list of preliminary engineering, cost and environmental impacts and opportunities would be included. The outcome of Phase 1 would be to select the most promising option(s) for further environmental and engineering study in Phase 2. In Phase 2, the preferred alternative will be studied including environmental clearance, engineering and design. Cost estimates for preparation of construction documents and implementation will be prepared.

Estimated Cost (Phase 1): Medium

Potential Project Sponsors: City of San Rafael, Caltrans

Solution: Canalfront Paseo Conceptual Plan

The conceptual plan would be a feasibility study for a canalfront walkway (“paseo”) and an evaluation of options to connect the walkway with the Mahon Creek Path and to include the paseo as part of the Bay Trail. In addition, the conceptual plan would identify connections to the cross canal linkage, potential environmental impacts, preliminary engineering considerations, and estimated costs for construction. The outcome of this study would be a conceptual plan for the Canalfront paseo for further environmental and engineering study.

Estimated cost: Medium

Potential Project Sponsors: City of San Rafael

Gap: Difficulties for pedestrian and bicycle travel within the Canal Neighborhood

The Canal community has expressed concern over the safety of walking and bicycling within the Canal Neighborhood. The majority of the streets are narrow and there is significant competition for use of this limited road space between cars, transit buses, school buses, bicyclists and pedestrians. Pedestrians often have difficulty crossing some streets, particularly Kerner Blvd and Canal St due to heavy traffic volumes,

limited visibility from parked cars, overhanging vegetation and low lighting levels. Sidewalks are narrow and signs, posts, and fire hydrants further limit the sidewalk width and make it difficult for passing pedestrians especially for those in wheelchairs or pushing baby carriages. Bicyclists often use the sidewalks, also, because of the heavy traffic volumes on the street.

Solution: Canal Neighborhood Crossing Improvements

Several locations within the neighborhood were identified by the community to be in need of crossing or safety improvements including Kerner Blvd particularly at Novato St, Bellam Blvd, and Larkspur St and Canal St at Novato St, Medway St, Fairfax St and Larkspur St. These locations would be reviewed by the City of San Rafael Traffic Coordinating Committee to determine if they are suitable for the installation of crosswalks. Where feasible, crosswalks would be installed. In addition, street lighting levels at these and other key locations (bus stops) in the neighborhood would be assessed to insure that lighting is operating at expected levels and determine if additional lighting or maintenance such as replacement of fixtures or clearing of vegetation is needed.

Estimated Cost: Low

Potential Project Sponsors: City of San Rafael

Solution: Canal Neighborhood Safety and Streetscape Improvement Project

This project would be accomplished in three phases. Phase 1 would include a Canal neighborhood study of traffic and transportation conditions including review of collisions, bike/pedestrian/traffic counts, speed surveys, existing traffic controls, bike facilities, pedestrian facilities, sight lines, school and GGT bus circulation, lighting, etc. The plan would present recommendations for improving the travel environment in the Canal for bikes, pedestrians, autos and transit including what type and where improvements should be located. This plan would focus on capital improvements such as traffic controls, lighting, sidewalk improvements, crosswalks, bulbouts, traffic calming techniques, streetscape improvements, school bus and GGT bus stop location improvements, etc. Cost estimates for Phase 2 and a timeline for implementation would be prepared.

Phase 2 would provide the design documents and specifications required for implementation. Costs for construction or implementation would be estimated.

In Phase 3, the recommended projects would be implemented following the implementation schedule developed in Phase 1 and the design documents prepared in Phase 2.

Estimated Cost: Medium - High

Potential Project Sponsors: City of San Rafael

Solution: 'Street Smarts' Public Education Campaign

Purpose of the 'Street Smarts' program as instituted in City of San Jose, San Ramon Valley (Town of Danville and City of San Ramon) and West Contra Costa County is to raise the discussion of traffic safety, change attitudes, improve behaviors and reduce accidents and injuries. This program targets behaviors of drivers, pedestrians and bicyclists and uses both advertising and focused community relations effort to bring the messages about the need for behavior change to neighborhoods, schools and businesses. The program also makes use of community events, neighborhood initiatives, corporate sponsorships, school presentations, banners, neighborhood signs to get the message out. Specific behaviors addressed by the campaign include speeding, red light running, stop sign violations, school zone compliance, and crosswalk safety and compliance. The materials developed for San Jose are available to public agencies at minimal cost. TAM has contracted for purchase of these materials.

Estimated Cost: Low-Medium

Potential Project Sponsors: Community group(s), City of San Rafael, County Health and Human Services, San Rafael School District

APPENDIX

Canal Neighborhood Community Based Transportation Plan

Stakeholder Committee

Thursday, April 20, 2006; 6:30 p.m.
Jueves, 20 de Abril, 2005; 6:30 p.m.

Pickleweed Community Center, 50 Canal Street, San Rafael, CA

Stakeholder Committee: CAREY – DO YOU REMEMBER?!

Eric Anderson	Man Minh Phan
Rocky Birdsey	Blanca Portillo
Richard Lockman	Fernando Quezada, co-chair
Enedina Mendieta	Maria Rodriguez
Jessuina Perez-Teran	Beverly Yates, co-chair
Absent: Laura Alvarenga, Ruth Donohugh, Rocio Cruz Hernandez, Tom Wilson	

Staff:

Bob Brown, City of San Rafael
Linda Jackson, City of San Rafael
Carey Lando, Transportation Authority of Marin
Lauren Bernheim, Marin County Transit District??
Ericka Erickson, Marin Grassroots Leadership Network
Larry Salvisberg, City of San Rafael
Dee Velasquez, City of San Rafael

Observer:

Ted Posthuma
Bay Trails staff
GGT staff (2)

Meeting Summary

1. Welcome / Bienvenidos

Outcomes /Metas de la Reunion

- | | |
|--|---|
| • Adopt ground rules for the Committee | • Adoptar reglas del mantenimiento del comité |
| • Debrief the February 2 nd Open House | • Repaso del Reunión con la Comunidad en el 2 nd del Febrero |
| • Discuss Possible Transportation Solutions and Priorities | • Hablar juntos sobre mejoramientos de transportación posibles, y los prioridades |

2. Public Comment / Comentario del Publico

San Anselmo resident and Canal resident years ago Ted Posthuma encouraged the committee to raise the levees, connect the two parts of Kerner Blvd., connect Irene Street to Andersen Drive with an overcrossing, build affordable housing, and build a bridge over the Canal.

Ted Póstuma, residente de San Anselmo, y hace muchos años residente del Canal, aprobó al comité que se mejora los riberos, conecta los dos partes de Kerner Blvd, conecta Irene Street a Andersen Drive con un puente sobre 101, construye viviendas de costa baja, y construye un puente sobre el Canal.

Linda Jackson reported that member Rob Simon has resigned from the committee, that member Tom Wilson called to express his regrets for missing the meeting, and that three members had called to say they would be late.

Linda Jackson dijo que el miembro Rob Simon ha resignado del comité, que miembro Tom Wilson ha llamada a decir que no va a estar en la reunión, y que tres miembros han dicho que van a estar tarde.

3. **Ground Rules / Reglas del Mantenimiento**

The Committee members reviewed and adopted the ground rules for the committee.

Los miembros del comité repasaron y adoptaron las reglas del mantenimiento del comité.

4. **February 2nd Open House / La Reunión con la Comunidad en el 2nd del Febrero**

The Committee members discussed the February 2nd Open House that was designed to find out what the transportation issues are in the Canal Neighborhood.

Los miembros del comité discutieron la reunión con la comunidad el 2nd de febrero, que tuvo la meta de descubrir las preocupaciones de transportación en el vecindario del Canal.

Comments about Public Workshop	Comentarios
Poor Transit services, MCTD is aware of community needs	Servicio de tránsito malos, MCTD sabe las necesidades de la comunidad
There were more comments about driver's behaviors than about the number of buses on time	Hubo más comentarios acerca de los comportamientos de los conductores que el número de los autobuses a tiempo
High cost of bus service	Servicio de autobús es muy caro
Difficulty to access bus shelter, need to have crosswalk at some locations	Dificultad de acceso a las estaciones de autobuses. Necesita tener cruces en algunos lugares
Capacity (lack of buses)	Capacidad (no hay muchos autobuses)
Bus shelters should be installed at all bus stops on Kerner and Canal St.	Estaciones de autobuses con casillas deben estar instalados en todas las paradas en las calles Kerner y Canal
Buses don't have enough bike racks	Los autobuses no tienen suficientes racks para las bicicletas
Lack of transportation for parents that participate in evening school meetings	No hay suficiente transportación para los padres que participan en las juntas nocturnas de las escuelas
The traffic stops a long time when school buses pick up/drop off kids	El tráfico se para por mucho tiempo cuando los autobuses de escuela recogen y dejan los niños
People concerned w/ E. Francisco Blvd. are twice as much as concerned w/ I-580	La gente que están preocupados con E. Francisco son 2 veces más preocupados con 580
Placements of the hydrants and signs, bikers tend to use the street instead of the sidewalk. A possible solution: make sidewalks wider	Buses: los lugares de las señales, los ciclistas usan la calle en vez de la banqueta, la solución posible: hacer más ancho la banqueta
Lack of wheelchair ramps on the sidewalks, i.e. 3 rd at Irwin	No hay suficientes rampas para los que están en silla de ruedas en las banquetas

Pedestrians: They need “as much” accommodation as cars, a lot of pedestrian-related improvements are needed	Peatones: necesitan acomodacion igualmente como los carros, necesitan mejoramientos para los peatones
Better access to Toys R Us and Borders is needed	Necesidad de mejor acceso a Toys R Us y Borders
Pedestrian crosswalk countdowns are needed	Relojes para los peatones
Pedestrians think that the sign “Keep clear” on Bellam is a crosswalk, potential solution: translate signs	Peatones piensen que la señaie “Mantenga libre” en Bellam es un crucero, solución es de traducir las señales
Cars: Drivers are too fast	Carros: Conductores son demasiado rapidos
Problems with E. Francisco Blvd. were not mentioned	Los problemas con E. Francisco no son mencionados
Lack of light at night on E. Francisco Blvd. is a problem	No hay suficiente luz de noche en la calle E. Francisco
E. Francisco Blvd. and The Loop is not well signed. A lot of drivers get lost.	E. Francisco y el lazo no hay suficientes senales. Mucho conductores se pierden.
Car dealers park trucks in intersections and stop traffic	Auto dealers dejen los camiones en cruces y paren el trafico

5. **Possible Transportation Solutions and Priorities / Mejoramientos de transportacion posibles, y los prioridades**

Carol Levine gave an overview of the potential solutions to the transportation issues identified in Open House, as described in the *Summary of Transportation Gaps and Potential Solutions* report. Committee comments on possible solutions were recorded as noted below.

Carol Levine presento un repaso de los soluciones posibles a los problemas de transporte identificado en la reunion con la comunidad. Las descripciones de los soluciones posibles estasn en el reporte *Summary of Transportation Gaps and Potencial Solutions*. Los comentarios sobre soluciones posibles del comité estan notado abajo:

Gaps and Solutions	Espacios y soluciones
G: Drivers are too fast on Francisco Blvd.	G: Conductores manejan muy rápido
S: More stop signs and traffic lights	S: Mas señales de parar y semáforos
S: “Round- Abouts” (R-A) Most intersections are “T” ones- limit the use of R-A	?
G: Canal St. and Bellam become a speedway on Saturday nights	G: La calle Bellam y Canal bien enciendo autopistas los sábados en la noche
S: Speed bumps could be a solution, why not Canal?	S: Topes en las carreteras pueden ser soluciones, porque no en el canal?
G: Car dealers test the cars by Picante restaurant	G: Los dealers prueben los carros cerca de picante
G: Incomplete sidewalks (streets that have curbs and no sidewalks)	G: Banquetas incompletes, calles que tienen curbas no tienen banquetas
S: Pedestrian Bridge over the Canal (are we going to see it?)	S: Puente para peatones encima de el canal (vamos a verlo?)
It could be a market as a safe way to access transit (I DON’T UNDERSTAND THIS COMMENT...)	Podría ser un mercado como una manera segura de conseguir acceso a tránsito
Rather than a bridge, we could have a tunnel that goes to San Pedro Road from the Canal	En vez de tener un Puente podemos tener un túnel que puede ir hasta Pt. San Pedro Rd. desde el canal
The bridge has been mentioned for a long time, is it an illusion?	El Puente ha sido mencionado por mucho tiempo, ilusiones?
We could have a “feasible” bridge, there are many options out there	Podríamos tener un “posible” puente, hay

and more transportation grants to fund it	muchas opciones fuera allí y más becas del transporte para financiarlo
S: Multi-use crossing over 101	S: Un multi-uso paseo que cruza 101
S: More crosswalks on Canal Street and Novato Blvd. are needed	Mas cruceros en las calles Canal y Novato Blvd.
School buses & buses stop in front of 260 Canal St. at the same time on both sides	Autobuses de escuela & buses paran delante de 260 Canal St. al mismo tiempo en ambos lados
S: Pedestrian crossing over 101	Peatones cruzando sobre el 101
S: Improve pedestrian accessibility on Bellam	Mejorar la accesibilidad por peatones en Bellam
S: Kerner could be extended to the Richmond Bridge	Kerner ser extendido al Puente de Richmond
Bellam's and E. Francisco Blvd.'s pedestrian and bike under-crossing accessibility could be improved with low- cost solutions	El camino de peatones en Bellam y accesibilidad de bajo cruzando de bicicleta se podrían mejorar con bajo- las soluciones del bajo costo
We could use a landscape buffer on E. Francisco Blvd.	Podríamos utilizar un búfer del paisaje en E. Francisco
S: Freestanding planters in parking areas	Los plantadores autoestables en estacionamiento áreas
S: Lighted crosswalks	Cruceros alumbradas

Following this discussion, committee members made an initial prioritization of potential improvements. The results are shown below.

Segun este discurso, los miembros de la comite hicieron una prioritizacion preliminar de los mejoramientos posibles. Los resultados son abajo.

Priorities (by trip purpose):

1st Jobs-8
Schools- 6
Health Services- 3
Shopping (errands)- 4
Recreation-0

Priorities (by mode):

Transit- 4
Pedestrian- 2
Car Travel- 1
Bicycle- 2

Priorities (by destination)

Montecito Shopping Center- 6
San Rafael High School- 4
Transit Center/ Downtown- 4
San Pedro Elementary School- 3
East Bay- 3
Northgate Mall- 2
Kaiser Terra Linda- 2
Mill Valley- 2
Marin Square/ Toys R Us/ Borders- 1
College of Marin- 1
Marin General Hospital-1

Prioridades (motivo de viaje):

Primero Trabajos-8
Escuelas-6
Servicios de salud-3
Compras-4
Recreación-0

Prioridades (medio):

Transito-4
Peatones-2
Bicicletas-2
Viaje de coche-1

Prioridades (destinacion):

Centro Commercial de Montecito-6
Preparatoria de San Rafael-4
Centro de transito-4
Escuela Primaria de San Pedro-3
East Bay- 3
Northgate Mall- 2
Kaiser Terra Linda- 2
Mill Valley- 2
Marin Square/ Toys R Us/ Borders- 1
El Colegio de Marin-1
Marin General Hospital-1

6. **What's Next? Qué Viene?**

Lando confirmed with the Committee members the date of the next Open House on July 20th, and for the final Committee meeting on Thursday, August 24. The Committee agreed to start the next meeting at 7 pm.

Levine confirmo con los miembros del Comité la fecha para la próxima reunión con la comunidad el 20 de Julio, y la ultima reunión del Comité el jueves, 24 de agosto. El comité decidió de empezar la próxima reunión a las 7 p.m.

7. **Closing / Aplazamiento**

The meeting concluded at 8:30 p.m.

La reunion concluyó a 8:30 p.m.

Canal Community-Based Transportation Plan
Stakeholder Committee Meeting #3 (Rescheduled April 20, 2006)

Survey of Transportation Improvement Priorities
Encuesta de prioridades sobre mejoramientos al transporte

Name/Nombre: _____

Based upon your knowledge of the Canal community, familiarity with residents and issues important to them, please answer the following questions from the viewpoint of a Canal resident.

Basado en su conocimiento de la comunidad del Canal, familiaridad con los residentes, y los temas mas importantes que les afectan, favor de responder a las siguientes preguntas de un punto de vista de un residente del Canal.

- 1. What factors do you think most negatively affect the opportunity for Canal residents to travel by transit? (Please prioritize these in order of importance with 1 being the most important – feel free to add additional factors)**

Que factores mas afectan negativamente la oportunidad para los residents del Canal de viajar por autobus? (Favor de calificar sus respuestas en orden de prioridad, 1=mayor importancia, agregue factores que Usted piense ser pertinente a esta discusión.

- _____ Cost of transit service / *Tarifa de viaje por autobús*
- _____ Buses do not run frequently enough / *La frecuencia con la cual circulan los autobúses no es suficiente*
- _____ Buses are too crowded / *Los autobúses estan demaciado llenos*
- _____ Bus service does not start early enough in the morning / *El servicio de autobús no comienza lo suficientemente temprano por la mañana*
- _____ Bus service does not run late enough at night / *El servicio de autobús no circula lo suficientemente tarde por la noche*
- _____ Drivers are rude to passengers / *Los conductors son descortés con los pasajeros*
- _____ Service is not convenient or available to needed destinations / *El servicio es inconveniente e indisponible para llegar a destinos deseados o de necesidad*
- _____ Additional Factors / Factores adicionales: _____
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2. What factors do you think most limit Canal residents in traveling by walking? (Please prioritize these in order of importance with 1 being the most important – feel free to add additional factors)

De los siguientes factores, cual de ellos es mas limitante para las personas que decean caminar a sus destinos en el Canal? Favor de calificar en orden de prioridad, 1= mayor importantancia

- _____ Narrow sidewalks/ *Las aceras estan muy estrechas*
- _____ Difficult to cross streets/ *La dificultad en cruzar las calles*
- _____ Do not feel safe walking at night/ *No sentirse seguro caminando por la noche*
- _____ High speed traffic/ *La alta velocidad del trafico*
- _____ Need to carry things like groceries, etc/ *La necesidad de cargar con el mandado, etcétera*
- _____ Travel distances too far/ *La distancia entre origen y destino es muy grande*
- _____ Other/ *Otro motivo* _____

3. What factors do you think most limit Canal residents in making trips by bicycle? (Please prioritize these in order of importance with 1 being the most important – feel free to add additional factors)

De los siguientes factores, cual de ellos es mas limitante para las personas que decean andar en bicicleta en el Canal? Favor de calificar en orden de prioridad, 1= mayor importancia

- _____ Do not own a bicycle/ *No tener su propia bicicelta*
- _____ Afraid to bicycle in traffic/ *Temor del trafico al andar en bicicleta*
- _____ Need to carry things like groceries, etc/ *La necesidad de cargar con el mandado, etcétera*
- _____ Travel distances too far/ *La distancia entre origen y destino es muy grande*
- _____ Other/ *Otro motivo* _____

4. Of the following dozen possible transportation improvements, please select 4 as higher priority (H), 4 as medium priority (M), and 4 as lower priority (L)

De los siguientes mejoramientos al servicio de transporte, favor de elegir 4 de alta prioridad (A), 4 de media prioridad (M), y 4 de baja prioridad (B)

	<p>More direct walking and bicycling route to Montecito Shopping Center, Downtown, San Rafael High School, San Pedro Elementary School. <i>[Circle which destination you feel is most important of these three.]</i></p> <p><i>Mas líneas directas hacia el centro comercial de Montecito, al centro de la ciudad, la escuela secundaria San Rafael, o a la escuela primaria San Pedro. [Circule el destino mas importante].</i></p>
	<p>Safer walking and bicycling route to Montecito Shopping Center, Downtown, San Rafael High School, San Pedro Elementary School. <i>[Circle which destination you feel is most important]</i></p> <p><i>Rutas mas seguras para peatones y ciclistas viajando al centro commercial de Montecito, al centro de la ciudad, a la escuela secundaria San Rafael, o a la escuela primaria San Pedro. [Circule el destino mas importante].</i></p>
	<p>Safer pedestrian crossings of Kerner Blvd and Canal Street <i>[Circle which street you feel is most difficult to cross by foot]</i></p> <p><i>Pasos mas seguros para peatones al cruzar las calles Kerner Boulevard y Canal Street. [Circule la calle que es mas dificil de cruzar?]</i></p>
	<p>Better walking and bicycling route to Marin Square, Toys R Us and locations west of Canal</p> <p><i>Mejores rutas para caminar y andar en bicicleta para llegar a Marin Square, Toys R Us y otros destinos oeste del Canal.</i></p>
	<p>More frequent transit service during the same service hours</p> <p><i>Servicio mas frecuente durante las mismas horas de operacion</i></p>
	<p>Longer hours for transit service / <i>Extendiendo las horas de servicio</i></p>
	<p>More considerate driving by motorists (not speeding, yielding to pedestrians)</p> <p><i>Mas consideración por parte de los conductors de autos. Por ejemplo, no manejar a alta velocidad o ceder el paso a los peatones</i></p>
	<p>Free or reduced transit fare for trips to San Rafael Transit Center (Downtown) only.</p> <p><i>Billetes gratis o de precio reducido para viajes al centro (Centro de Transito de San Rafael) solamente</i></p>
	<p>Wider sidewalks on main Canal streets (Kerner, Bellam or Francisco East) <i>[Circle which street is most in need of wider sidewalks]</i></p> <p><i>Ensanche de las aceras en las calles principales; Kerner, Bellam, o Francisco East. [Circule la calle que tenga mayor necesidad de ensanchamiento]</i></p>
	<p>More parking in the Canal / <i>Mas estacionamiento en el Canal</i></p>
	<p>Less traffic congestion on Kerner/Bellam Blvd</p> <p><i>Menos atasco/embolletamiento en el cruce de las calles Kerner y Bellam Blvd</i></p>
	<p>More street lighting in the neighborhood. / <i>Mas <u>iluminación en las calles del vecindario</u></i></p>